

ACORIANO

IMO No: 7724162 GENERAL CARGO 1978 / 1998 GT

COMPANY:

Tradex Pacific, New Zealand
(Drypool Marine)

YARD INFORMATION:

Aukra Industrier AS
Aukra (Norway)

DEMOLITION:

Total loss since 02/01/2005



Lyttelton (N. Z.) 25/10/1997 © A. Calvert (S. Wiedner collection)

BASIC DATA:

DWT: 2,909 Draft: 5.35 Builder: Aukra
GT: 1,998 LOA: 79.49 Owner:
NT: Beam: 13.84 Speed/Cons: 14.00/12.00
Class: RP Depth: 6.30 Engine Type: Alco
Decks: 1 Bale: 3,115 Gear: D-2-30,2-10

OWNER & FLAG HISTORY:

GLOBAL ISLAND during 2002
Flag Date of record Source
Cook islands since 01/10/2004
Registered owner Date of record Source
UNKNOWN
Ship manager Date of record Source
UNKNOWN since 01/11/1997

NAME HISTORY:

HIRMA	1978-86	Teamship Ltd., Portugal (MAR)
ACORIANO	1986-98	Teamship Ltd., Portugal (MAR)
HIRMA	1998-02	Teamship Ltd., Portugal (MAR)
GLOBAL ISLAND	2002-04	Teamship Ltd., Portugal (MAR)
GLOBAL ISLAND	2004-05	Teamship Ltd., Cook Islands

GENERAL VESSEL INFORMATION:

GLOBAL ISLAND was better known in New Zealand waters as the ACORIANO and subsequently HIRMA. Her New Zealand history goes back to early 1995. She visited Napier nineteen times as ACORIANO on the Chatham shipping service, then three more as HIRMA during 1997-98. She subsequently operated on a variety of services in her time in New Zealand

waters. She was renamed HIRMA in 1997, then in 2002 she was renamed GLOBAL ISLAND, still owned by Teamship Ltd. managed by Drypool Marine, and registered in Madeira, Portugal.

2005:

Reported 1/1/2005 to be taking water and listing in position 01.44N, 46.34E. Helicopter was sent and five crew were subsequently found on liferafts about 40 miles off Mogadiscio. Two crew are missing and the vessel is presumed to have sunk. She was on passage from Mombasa for Dubai.

(WSS Marine News - Mar 2005)

The Madeira-registered general cargo ship Global Island (1,998 gross tonnage, built 1978), owned by Teamship Ltd., operated by Tradex Pacific of Auckland, managed by Drypool Marine, and bound from Mombasa to Dubai, suffered an engine breakdown off the Somali coast near Ras Afun, and subsequently reported on 1st January 2005 that she was taking in water and had a twenty degree list, in 01044'N.,46034'E. Her seven crew members later abandoned ship. A rescue helicopter was sent to the stricken vessel and two life rafts were located, but there was no sign of GLOBAL ISLAND, which was presumed to have sunk on 2nd January off Somalia's southern coast. U.S.S. Hue City rescued five of her crew some fortyfive miles off the Somali shore, but Global Island's Australian Master and a Kenyan crew member were lost. Global Island had left Mombasa on 25th December 2004 for Dubai for scheduled repairs.

A press report dated 8th January 2005 stated that The Seafarers Union of Kenya questioned the decision by the owners of GLOBAL ISLAND to have her repaired in Dubai and not Kenya. They said GLOBAL ISLAND was too old for such a journey and could have easily been repaired locally. The Seafarers Union of Kenya secretary general Abubakar Omar said the decision to take such an old vessel to Dubai for dry dock services was suspect. Meanwhile, the Seafarers Assistance Programme wanted a full probe into the sinking of the vessel in the shark- infested Somali waters, demanded a report on the state of the vessel, and said the vessel was too old and could not go through the rough Somali Coast waters.

Another press report dated 9th January stated that the owner of GLOBAL ISLAND said the vessel was in good condition and had been issued with all the relevant statutory certificates. Mr. Ben Evans attributed the misfortune that befell GLOBAL ISLAND to rough seas following the Indian Ocean earthquake and said "The unusually rough seas encountered by the vessel can be attributed to the after shocks of the underwater earthquake that occurred in South-East Asia, giving rise to the awesome tsunami. Though the master and the crew took all possible steps to keep the vessel afloat, by 1st January, about 500 metric tonnes of water were already in the hold. The ballast pumps became overwhelmed as the water kept on increasing," Mr. Evans explained. She had been expected to arrive in Dubai on 17th January.

(www.nzshipmarine.com - February 2005)

Last update: 28/12/2024